

**Governor's Transportation 2020 Citizen Advisory Commission (CAC)
July 7, 2011 Meeting Minutes**

**Courtyard Des Moines Ankeny – Salon IV
Ankeny, IA**

ATTENDANCE:

Members:

X Nancy Richardson, Co-chair	X Jim Kersten (by phone)
X Allan Thoms, Co-chair	X Lindsey Larson
X Scott Cirksena	X Rose Mitchell
Jeff Corkery	X Ann Trimble Ray
X Catherine Dunn (by phone)	Dan Wiedemeier
X Geri Huser	X Larry Winum

Ex-Officio:

X Rep. David Tjepkes	X Sen. Tom Rielly
X Rep. Jim Lykam	X Sen. Tim Kapucian

Others:

Jon Ranney, Iowa DOT	Scott Newhard, AGC of Iowa
Craig Markley, Iowa DOT	Tom Rohe, Plymouth County Engineer
Danny Waid, Wright/Hamilton County Eng.	Steve DeVries, ICEA Service Bureau
Beth Kanter, Spitfire Strategies (by phone)	Ellen Partridge, SSTI (by phone)
Roger Schletzbaum, Marion County Eng.	Jeff May, Knoxville Engineer
Lyle Brehm, Tama/Poweshiek County Eng.	Mark Tomb, Iowa League of Cities
Brenda Neville, Iowa Motor Truck Assn.	Jessica Harder, Iowa League of Cities
Mark Toust, Iowa League of Cities	Jake Ketzner, Governor's Office
Chad Schaeffer, Fort Dodge City Engineer	Rick Fosse, Iowa City Public Works Director
Jeff May, Knoxville Public Works Director	David Scott, Iowa Good Roads Association
Dan Park, HDR	Sharon Presnall, Iowa Bankers Association
John Stineman, Iowa Chamber Alliance	Mike Wentzien, County Board of Supervisors
Mike Laviolette, HNTB	Marty Swager, Iowa Farm Bureau Association
Mary Beth Mellick, Iowa State Association of Counties	
Mike Wallner, Council Bluffs Past Public Works Director	
Bill Stowe, Des Moines Public Works Director	
Joe Cory, West Des Moines Deputy Public Works Director	
Mike Norris, Southeast Iowa Regional Planning Commission	

1) Approval of June 27th Minutes (10:00 am)

Nancy Richardson referred to the minutes from the last meeting and asked if anyone had any comments. Lindsey Larson said on page 2, the minutes didn't reflect his comments correctly concerning the need to do overlay projects to fix the existing highway system before focusing on capacity projects that add new lanes to the highway system. Minutes were approved by everyone with this revision.

2) City/County Perspectives on Status/Needs of Roadway System (summary)

Nancy Richardson said we have talked, as a Commission, about how we have the three legs of the stool in Iowa, the way state funding is handled. The state, through the Iowa Department of Transportation (DOT); the counties, and the cities all receive money from the road use tax fund so this issue matters to all the jurisdictions equally.

- League of Cities: The League supports the projected \$215 million shortfall for critical needs since communities don't have enough road use tax funds for maintenance, equipment and personnel costs let alone enough for road construction and reconstruction projects.
- Counties: Counties have made cost saving changes with technological advances and improved efficiencies but recently been required to draw value out of the roadway system due to a lack of funding and if this course continues then the inadequate amount of funding for maintenance, construction and reconstruction will undermine the support of the economy. The counties support the need for increased revenue but some question the amount of funding required and the distribution formula.

3) Stakeholder Input (summary)

- Associated General Contractors of Iowa: Supports raising an additional \$215 million in constitutionally protected revenue for critical needs by raising the fuel tax 8 cents, increasing the fee for new registration from 5% to 6% and developing a minimum fee on alternative-fueled vehicles. Supports the pay-as-you-go philosophy that resists bonding.
- Iowa Good Roads Association: Supports raising an additional \$215 million in constitutionally protected revenue for critical needs by raising the fuel tax and increasing the fee for new registration from 5% to 6%. Supports the pay-as-you-go philosophy that resists bonding and steadfastly opposes any road use tax fund diversions.
- Iowa Motor Truck Association: Opposes any diesel tax increase that is not part of a comprehensive (state, city and county) highway construction and maintenance plan. Supports the phase-in of fuel tax increases over two or three years. Supports the pay-as-you-go philosophy and adamantly opposes tolling and bonding.
- Iowa Farm Bureau: Supports a \$215 million revenue increase through additional fuel taxes as the most equitable and sustainable method as long as the entire system (state, city and county) benefits.
- Iowa Chamber Alliance: Supports an increase in revenue as long as non-typical means are explored as well as the TIME-21 distribution formula being used for any additional funding.
- Iowa Bankers Association: Supports an increase in fuel taxes since they feel government efficiency has already been addressed.
- Iowa Association of Regional Councils: Supports an increase in revenue for development and maintenance of transportation infrastructure as long as a strong planning framework is utilized to target funding.

4) Public Input Meeting Discussion

Nancy Richardson said the group needed to decide on a reasonable number of public input meetings. The discussion at the last meeting was to have six and it has since grown to nine. Nancy and Allan will attend all of the meetings and the rest of the CAC members will attend the ones they can make. The meetings will begin with a 15 to 20 minute presentation from Iowa DOT on overview of needs and options and the rest of the meeting will be for input. All meetings will be recorded.

Geri Huser said she has two questions and it may not be an issue at all but what do you say in regard to the problem and the funding and the other leg, that is alternative transportation. That is a group of people that she thought would support a proposal like the gas tax increase because they believe that will actually make more people use alternative transportation. That has been their argument. How are they involved in all of this? They were a group of people that caused us the most problem with TIME-21 policy and the funding.

Nancy Richardson said that is an issue. Our task, of course, is the road funding issue but non-road modes will likely see this as an opportunity for them to again raise the issue of about why doesn't the state invest more in the other modes. Why are we just talking roads? Well, we are just talking roads because that is our charge but we will likely hear from those folks. They would be free to come to any of these public input meetings and provide input like anybody else would. We haven't discussed in here doing anything else special related to them.

Geri Huser said we need to pick a date when we want those meetings to start. Nancy Richardson said she had said she wanted them to start by August 10. Her thought was if we started on the 10th we could hopefully get them done by the middle of September.

Nancy Richardson said Geri Huser moved and Rose Mitchell seconded that by July 20 Iowa DOT staff get to them the draft of the overview, the locations and times and places, and a summary of how we will advertise, get information and drum up interest in those public input meetings. We will be given a very short time period to turn it around and make any comments on any of those and then it will be nailed down so that the first meeting can occur on or around August 10. All ayes.

Meeting ended at 2:10 p.m.